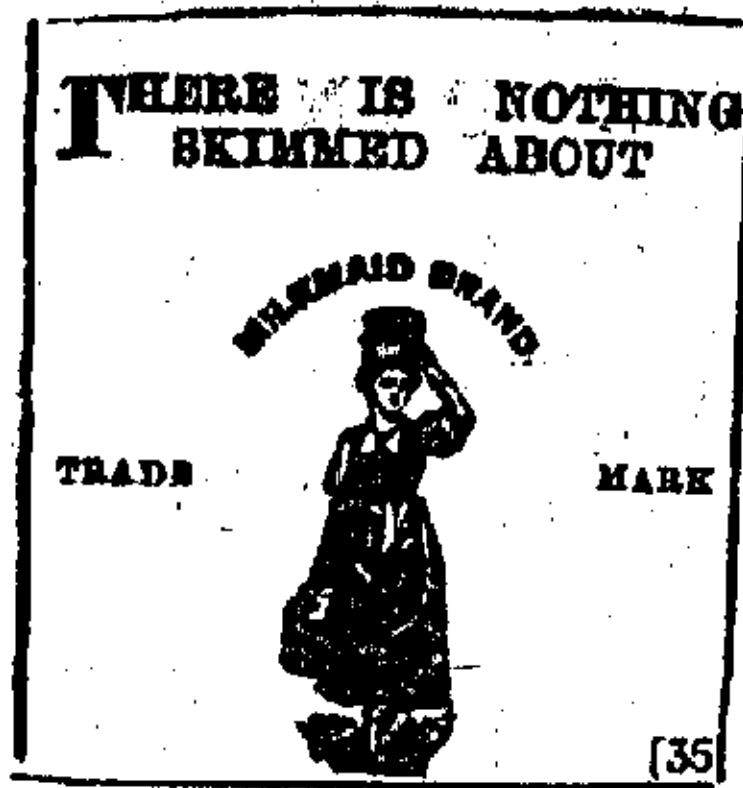




Hongkong Daily Press.

ESTABLISHED 1857.

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[a706]

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	" " " " " " " "	Lv. 11.00	"	"	"
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Hongkong, 1st September, 1910. [a39]

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The Daily Press.

HONGKONG, SEPTEMBER 16TH, 1912.

THE frequent publication of paragraphs
relating to attempts to smuggle opium from
Hongkong into the Philippine Islands and
other countries where the import of opium
is prohibited, must have made it evident to
the most casual reader that very much
stronger measures are required to put a
stop to this illegal traffic than the provisions
of the existing Ordinances of the Colony
allow. This need was emphasised in the
strongest possible manner in a case heard
at the Magistracy last week, when the Indo-
China Steam Navigation Co., Ltd., prose-
cuted a Chinese fireman for concealing on
board their steamer *Yuen Sang* no less than
5,700 taels of opium, which was there for
the purpose of being smuggled into the
Philippine Islands, where its value would
be about \$25,000. It would be ridiculous
to suppose that a fireman, earning, perhaps,
fifteen dollars a month, was the real owner
of the opium, and it seems clear from the
statements made in Court that a consider-
able number of the Chinese crew of the
ship was privy to this enterprise. They had
succeeded so well in concealing this opium
that the ship's own detectives, who had
been on duty while the ship
lay in Hongkong harbour and had
searched the ship twice on the way to
Manila, had failed to discover it, and the
detective force of the Manila Customs had
been no more successful. It was not until
the ship had left Manila and was ten miles
on her return voyage to Hongkong that

the opium was discovered by the First
Engineer, who had observed a shore boat
cross the ship's bow and turn sharply under
her hull, this being coincident with a rush
of Chinese to the recess of the ash scow,
where the Engineer discovered a large num-
ber of tins of opium tied to a rope, attached
to which was a lifebelt intended to serve as
a buoy. The result of the prosecution was
that the fireman, who—doubtless for a con-
sideration paid by the gang—accepted the
whole responsibility for the concealment of
the opium on the ship, was fined \$500, or in
default six months' imprisonment. In
such cases as this there is, of course, no
default in payment. However humble may
be the circumstances of the person thus
heavily fined, wealthy friends are never
wanting, ready to save him from the im-
prisonment which follows failure to
pay the fine. The question is one of
serious importance to the Companies whose
ships trade to Manila and other American
ports. Mr. Davidson, the solicitor who
prosecuted in the particular case under
notice, informed the Magistrate that the
three British Companies running ships
between Hongkong and Manila had spent in
the last three years \$12,000 on detectives to
search their ships. In addition to the
service of these detectives watching the
ships practically all the time they are in
port, the solicitor said, two searches are
made by the ship's officers on the way down
to Manila, but, notwithstanding that, so
enormous is the traffic that there have been
82 seizures of opium in the ships, and the
Companies themselves have paid fines
amounting to \$10,000. In addition to that
fines to a large amount have been imposed
on other persons found in possession of
opium when the Companies were not fined.
The matter in the past had been grave, he
added, but it would be more grave in the
future, because the Customs Authorities in
Manila are taking up the position that,
until the Government of this Colony take
up the matter of opium smuggling, they
propose to fine the steamer in every
case. That, of course, as Mr. Davidson
said, is a very serious prospect for the
owners of ships running to Manila.

His suggestion to the Magistrate was that
some compensation, at any rate, would be
made to those ships in cases of this kind,
if the opium were not forfeited to the
Crown; but the Magistrate, while express-
ing himself as "entirely sympathetic," has
refused the application, after taking time to
consider the point. As the law stands the
soundness of the Magistrate's decision seems
unquestionable. But in view of all the
circumstances set forth above it is manifest-
ly unjust that the law should deny to the
Shipping Companies the right to retain all
the opium their officers may discover
to be illegally aboard their ships. It may
be recalled that a resolution, passed by
the International Commission on Opium
which met at Shanghai in 1909
affirmed that, in the judgment of the Com-
mission, it was the duty of countries
"to adopt reasonable measures to prevent
at ports of departure the shipment of
opium, its alkaloids, derivatives and pre-
parations to any country which prohibits
the entry of such." It is quite possible, we
suppose, for the Government to argue that
the measures taken here to prevent the
smuggling of opium out of the port on
ships destined to countries where the
drug is prohibited are "reasonable," but
if a complete list were made of all the
attempts to smuggle opium from Hongkong
into the Philippine Islands, San Francisco
and Australian ports, it would afford
convincing proof that these measures are far
from being effective. We gather from Mr.
DAVIDSON'S address to the Magistrate that
the Philippine authorities are far from
satisfied that the Hongkong authorities are
doing all they might to put a stop to this
traffic. Certainly the measures taken here
have resulted in the seizure of large quan-
tities of opium destined to be smuggled into
prohibited territory, but the information
given in the case before the Magistrate last
week shows how great is the need for a
review of the whole problem by the Executive.
We have heard shipmasters attribute
the success of these smugglers to
the inadequate policing of the harbour,
but if the smugglers are smart enough to
elude the vigilance of a ship's own
detectives and the army of searchers which
board the ship at the port of destina-
tion—as indeed they frequently are—it
is evident that an additional police
pinnacle or two will not suffice to put a stop
to this illegal traffic. To send the smug-
glers to lengthy terms of imprisonment
without the option of a fine would probably
be found more effective, as fewer men
would be willing to undertake the risk if
they knew that detection would be followed
by imprisonment with, perhaps, some cor-
poral punishment added. More important
still is it that greater efforts should be made
to get hold of the men who are financing
these enterprises, and deal with them as
severely as the law permits. This duty is

as incumbent on the Manila authorities as
upon the authorities of Hongkong, for
there are consignees who take delivery at
Manila when the opium is successfully
smuggled into the port, and it is unlikely
that the firemen get more than a very small
fraction of the large profit resulting from
the enterprise. We do not know whether
it would do much—or anything at all—to
check the traffic if the Magistrates were
empowered to leave the Shipping Companies
in possession of the drug found by their
own officers or detectives illegally concealed
on their ships. Their request, in the
circumstances, is not an unreasonable one,
and should, we think, be considered by a
higher authority, since the failure of the
authorities to prevent the smuggling of
opium out of the port renders ships arriving
at Manila from Hongkong to the most
drastic penalties. The mere fact that the
ship's captain becomes entitled, as the
"informer," to half the inadequate fine
which the Magistrate is empowered to impose
does not seem a sufficient inducement for
a Captain to put himself to the trouble of
taking care of whatever opium he may
seize at sea for the sole benefit of the opium
farmers in Hongkong, whose business it is
to prevent the opium being smuggled on to
the ship while she lay in Hongkong.

The Supreme Court goes into long
vacation on the 20th instant.

The French mail of the 13th August
was delivered in London on 13th Septem-
ber.

The name of Mr. W. A. Cornell has
been added to the list of authorised
architects of Hongkong.

The appointment of Mr. J. W. C.
Bonniar as an unofficial member of the
Legislative Council is gazetted.

The charge of selling adulterated rum
preferred against Yuen Woo, of No. 97,
Queen's Road East, was dismissed by Mr.
Melbourne at the Magistracy on
Saturday.

We regret to learn that Mrs. R. Cooke,
a very old resident of the Colony, had
a fall down five stairs at "Brasade"
on Friday, and lies in a serious condition
at the Victoria Hospital, Barker Road.

Before Commander C. W. Beckwith,
R.N., at the Marine Magistrate's Court
on Saturday, Captain Lewington of the
river steamer *Chan Po* was fined \$30 for
carrying 139 excess passengers on his
steamer.

A Chinese who was arrested at the Kow-
loon Railway Station on Friday was
charged before Mr. Melbourne at the
Magistracy on Saturday with being in
possession of a quantity of chlorate of
potash, an ingredient used in the making
of bombs, without a permit. The case
was adjourned.

THE THEATRE ROYAL.

Though Saturday afternoon in the
month of September is not an ideal time
for indoor entertainment, the matinee
performance of "The Sign of the Cross"
attracted a good audience, who enjoyed
to the full a very artistic rendering of
Wilson Barrett's great play.

Mr. Allan Wilkie's Company staged
Mr. H. A. Jones' four-act comedy "The
Liars" on Saturday night. Many will
remember that this comedy was given
very successfully by the local A.D.C. a
few years ago, and its story may be con-
sidered to be sufficiently well known to
excuse any lengthy description. Briefly
the purpose of the play is to show that
it is always the better course to frankly
tell the truth. Miss Hunter Watts took
the leading role of Lady Jessica Nepean,
and those who witnessed her really
magnificent work in the character of
Paula in "The Second Mrs. Tanqueray"
the previous night, knew, when they
read the cast for "The Liars," that they
could anticipate a fine presentation of
the comedy. While the part of Lady
Jessica does not afford the same scope as
that of Paula for the display of her
great histrionic ability, yet the realistic
interpretation of the character given by
Miss Hunter Watts did not fail to stamp
her for what she undoubtedly is—a most
accomplished actress. Mr. Allan Wilkie
took the part of Colonel Sir Christopher
Deering, the friend and confidential ad-
viser of both Lady Jessica and Edward
Falkner, the man who had fallen deep-
ly in love with her and almost
won her from her husband. Mr.
Arthur Goddard took the part of
Falkner with a success no less pro-
nounced than that of Mr. Wilkie. Miss
Littlewood took the part of Mrs. Crespin,
and Miss Vera Crichton that of Lady
Rosamund Tatton. The presentation of
the comedy was most successful and was
greatly enjoyed by a well filled house.
To-night the Company give "David
Garrett," and after the performances
the Company has already given in the
Colony they can hardly fail to attract
a good house to witness this brilliant
and ever popular costume play.

ALLEGED ATTEMPT TO EXPORT
OPIUM.

At the Magistracy on Saturday before
Mr. C. D. Melbourne, three Chinese were
charged with attempting to export opium
without permission.

Mr. P. M. Hodgson, Assistant Crown
Solicitor, prosecuted, and defendants
were represented by Mr. D. Lewis (of
Messrs. Johnson, Stokes & Master).

Mr. Hodgson said the three men were
charged with attempting to export opium
and if he satisfied his Worship that these
men were guilty he would ask him to
inflict the maximum penalty because it
was getting a very serious matter in this
Colony. About 3.15 p.m. on the 9th inst.
a Chinese detective was on duty on the
Praya East, and he saw the three defend-
ants going along carrying two small
camphor wood boxes and a Japanese basket,
near the Stone Wharf at Observa-
tion Place by Tin Lok Lane. He asked
them what the boxes contained and they
replied that they did not know. They
hurried on board a sampan and made off.
The detective became very suspicious and
he shouted out to them to come back, at
the same time informing them that he
was a detective; but they did not take
the slightest notice of him and went
faster than ever. The detective got into
another sampan and pursued them. Un-
fortunately his sampan, the only one he
could get, was propelled by two women,
and the sampan in which the defendants
were was propelled by men, so that he
had no chance of catching them. How-
ever, No. 4 police launch was in the
vicinity, and he attracted the attention
of those on board. He informed them
that the sampan containing the three de-
fendants probably carried opium illegal-
ly. The police launch went in pursuit
of the sampan containing the defendants,
who were making their way by the Cen-
tral Fairway towards the shipping. The
first ship, by the way, was the *Zafra*,
going out at six o'clock that evening.
The police caught up on the defendants
and asked them what they had. The
boxes were securely locked and the basket
was tied up. One of the men handed
over the keys of the boxes. They were
all taken to the Wanchai Police Station.
It was there found that 2,050 taels of
opium were contained in the packages.
When charged they denied all knowledge
of the opium. He might say they had no
certificate upon them, which they should
have had. Now there was the usual story
—when caught and brought to the Court
the next day, a certificate was produced.
Mr. Lewis—I don't think it is fair to
say that, your Worship. I am produc-
ing the certificate; not they.

Mr. Hodgson—Very well; the defend-
ants had no certificate, but when they
are caught and charged in this Court,
their representative produces a certifi-
cate. In answer to the charge of having
in their possession this opium without a
certificate, the first defendant said, "I
am simply a foki employed on the sam-
pan." The second man said, "A man
engaged my boat to convey these three
boxes." The third man said he was a
foki employed on the sampan and he had
nothing to do with them.

The hearing was adjourned.

CONTRABAND OPIUM.

COURT DECIDES AGAINST SHIPPING
COMPANIES.

His Worship delivered his decision on
the point raised by Mr. Davidson (of
Messrs. Hastings & Hastings) in the
case in which a fireman on the *Yuen
Sang* was charged with stealing 5,700
taels of opium on board that ship. Mr.
Davidson asked that when the opium
was found on a ship by shipping people
it should not be confiscated and handed to
the Opium Farmer.

His Worship said—The section gives
the Magistrate discretion whether he
shall or shall not confiscate to the Crown
opium seized under it. I am of opinion
he can only decline to confiscate where
he considers that a convicted defendant
will be sufficiently punished by a fine.
In other cases the section contemplates
forfeiture. The present is such a case;
and if I should fail to confiscate, I
should not only defeat the intention of
the section, but I should deprive the
farmer of his right of application which he
has in cases of forfeiture, that is, in all
cases of an important nature.

Mr. Davidson—The man convicted has
paid the fine. Will your Worship award
half the fine to Captain Rolfe, the in-
former?

His Worship (to Inspector Kerr)—Are
you here in this case?

Inspector Kerr—The case was brought
by the water police.

His Worship—Are you making an ap-
plication for anything?

Inspector Kerr—No, your Worship.

His Worship—Well, I will make an
order for half of the fine to be paid to
the informer.

Mr. Davidson—He is the captain of
the *Yuen Sang*; thank you, your Worship.

Mr. Hoggarth—I make an application
on behalf of the opium farmer for the
opium to be forfeited to the opium
farmer.

Mr. Davidson—Will your Worship
hear me?

His Worship—I don't know whether I
can hear you. I wish to inform you that
I am going to fix a day when I will hear
this application from the opium farmer.
I will fix Thursday at noon.

FUNERAL OF THE LATE JAPANESE
EMPEROR.

IMPRESSIVE CEREMONIES.

[THROUGH REUTER'S AGENCY.]

Tokyo, September 14th.

The ceremonies in connection with
the funeral of the late Emperor began
on Friday morning with a service in the
Grand Hall of the Imperial Palace,
where the body lay. Those present in-
cluded the Emperor, in the full dress of
a Generalissimo, the Empress, the
Empress Dowager, Court ladies at-
tired in European mourning, Princes
and other notable personages. The offi-
ciating ritualists, wearing native
costume, removed a hanging screen from
the front of the catafalque, to the accom-
paniment of soft music from a Shinto
Band. The Chief Ritualist then profer-
red offerings of consecrated food, and of
red and white cloth enclosed in willow
boxes, then recited prayers, after which
members of the Imperial Family, in
order of precedence, advanced and wor-
shipped the spirit of the deceased
Monarch. The members of the Imperial
Family then retired, and finally the re-
mainder of the congregation worshipped
before the catafalque.

THE FUNERAL.

The coffin containing the remains of
his late Majesty measured ten feet by
five feet and weighed a ton and a half.
It was covered with a rich white cloth
and was attended by a procession of
Court officials bearing lighted candles.
In the evening it was brought to the
funeral car, which was waiting in the
courtyard of the Palace, where watch
fires lit up the scene. The car was of
antique Chinese design and was drawn
by five oxen, the wheels being cunningly
constructed so as to make seven different
melancholy creaking sounds.

The impressive cortege started, amid
gun salutes, for the Aoyama Parade
Ground, being followed by troops and
bluejackets all afoot, Princes, Ministers,
Peers, Commoners and all the highest
people of the land. There were hundreds
of attendants and retainers, bearing
ancient martial ornaments and weird
symbols, and these were interspersed with
musicians playing ancient instruments.
There were 800 torch-bearers.

The route was kept by troops and blue-
jackets, the latter including 500 British
sailors commanded by Admiral Sir A. L.
Winsloe, Commander-in-Chief of the
China Squadron. The route was throug-
ed by dense, silent crowds. Giant mourn-
ing trees, pine logs, blazing braziers, poles
surmounted by powerful electric lights,
and Venetian masks swathed in black and
yellow, decorated the route. Every house
displayed mourning lanterns.

On arrival at the Parade Ground, the
Emperor, in the uniform of a Com-
mander-in-Chief, and the Empress, in na-
tive Court dress, with hair dishevelled,
met and saluted the car. The funeral
service, similar to that of the morning,
culminated in an impressive scene. The
Emperor advanced, praying silently, to
the coffin, and then read an Address of
Lamentation. The Empress and other
members of the Imperial Family then
paid homage to the dead. Patriotic
orations concluded the ceremony.

The report of the gun at mid-night
announced to the multitudes the supreme
moment of the ceremony. The Emperor
and the Empress advanced to worship
before the bier on the Parade Ground,
and the entire assemblage stood with
bowed heads, while thousands of bells
from Buddhist temples and from Chris-
tian churches were tolled and minute
guns boomed at sea and on land. All
work in the country was suspended for
three minutes. The military and naval
pall-bearers walking beside the funeral
car included Generals Kuroki and Oku,
and Admiral Togo, Admiral Saito,
Minister for the Navy, and Admiral
Ijuin. There was much comment on the
fact that Prince Katsura, the Prime
Minister, rode in the same carriage as the
Emperor to the Parade Ground.

The remains were entrained at two
o'clock in the morning for Kyoto, the
naval squadron in Tokyo Bay saluting.
The entire route to Yokohama was lighted
electrically.

THE INTERMENT AT KYOTO.

The Emperor was solemnly interred at
Kyoto.

A double line of soldiers and sailors
lined the specially-made road from the
station to the summit of the mountain
whereon the tomb is situated.

Between 300 and 400 farmers bore the
palanquin to the foot of the mountain
where it was placed on a special carrier
and drawn to the summit by means of a
wire cable railway.

All except the funeral commissioners
and assistants remained at the foot of
the mountain.

SUICIDE OF GENERAL NOGI AND
HIS WIFE.

General Nogi, the hero of Port Arthur,
and his wife, committed suicide.

General Nogi cut his throat with a
short sword and his wife stabbed herself
in the stomach at the moment the gun
fired announcing the departure of the
funeral procession from the Palace. The
General was residing at his modest home
at Akasaki. Both he and his wife dressed
themselves in Japanese costume and
drank a farewell draught of saké from
cups presented by the late Emperor,
whose draped portrait was on the wall.
A letter, understood to be addressed to
the Emperor, was found beside the bodies.
A student living in the house entered the
room and found both breathing their last.

On Friday morning General Nogi and
his wife were photographed in the gar-
den. General Nogi attended the early
morning ceremony in the Palace and
visited the room where the dead Emperor
was lying in state.

The suicide is regarded as a magnificent
deed.

The usual posthumous honours are
postponed while the nation is in mourn-
ing. Officially General Nogi is not dead.
He left letters of explanation, particu-
larly one apologising to Prince Arthur
of Connaught whom he had been appoint-
ed to attend.

AN IMPERIAL EDICT.

The Emperor has issued an Edict order-
ing an amnesty and granting a million
yen to be devoted to charities.

BRITISH RESPECTS.

The flags of the warships at Sheerness
and elsewhere were half-masted on Friday
on the occasion of the funeral of the
Emperor of Japan, the Japanese standard
also being flown at half-mast from all
battleships in commission.

AUSTRALIA'S SYMPATHY.

Reuter's Melbourne correspondent
states that flags are half-masted every-
where in Australia, as a sign of respect;
all flags on the Government buildings are
also half-mast.

CEREMONY IN LONDON.

The whole Japanese Embassy and Con-
sulate, with over 100 members of the
Japanese Colony in the city, attended
the funeral service in London. Mr. Kato,
the Japanese Minister, read an address
to the spirit of Mutsuhito extolling his
virtues. All filed past the portrait of the
dead Emperor, and rendered homage.

DISASTROUS HURRICANE IN
FLORIDA.

LONDON, September 15th.

A message from Pensacola in Florida
says that a hurricane which swept that
town damaged property to the extent of
hundreds of thousands of dollars.

Several vessels, including the Leyland,
liner *Maltonian* and several small craft
were given ashore.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

BRITAIN'S NEW SUPER-DREADNOUGHT.

LONDON, September 15th.

The super-dreadnought *Audacious* has been launched at Birkenhead by Countess Lytton.

The ship has a displacement of 23,000 tons, a speed of 21 knots, and is armed with 13.5 guns.

DIRECTOR OF NAVAL EQUIPMENT.

LONDON, September 15th.

In pursuance of the reorganisation of the British Admiralty, Rear-Admiral Weymouth becomes Director of Naval Equipment.

BRITISH CRUISER AGROUND AT PORT SAID.

LONDON, September 15th.

Lloyds agent at Port Said wires that the British cruiser *Talbot* is aground in the canal, and must be lightened before she can be floated.

HARVEST PROSPECTS IN WESTERN CANADA.

LONDON, September 15th.

Reuter's correspondent at Winnipeg wires that the protracted rains in the West are seriously interfering with the harvesting and are injuring the trade in wheat which will cause much loss to the farmers.

NEW YORK GAMBLING SCANDAL.

LONDON, September 15th.

Reuter's correspondent at New York wires that "Cyp the Blood" and Lefty Louis, the two missing men implicated in the murder of the gambler, Rosenthal, have been arrested at Brooklyn and taken to the police headquarters.

COMPETITION IN THE RUBBER TRADE.

LONDON, September 15th.

A message from Rio de Janeiro states that the annual report of the Minister of Finance presented to Congress contains a warning of the danger threatening the rubber trade owing to competition from India, Sumatra, and Ceylon. Brazil has still priority of quality and quantity, but the East Indian rubber has the advantage of cheaper production and would shortly have the advantage in quality. He adds calculations which place the rubber crisis between 1915 and 1917, and insists upon the necessity of encouraging agricultural products besides coffee and rubber.

JACK JOHNSON AND HIS WIFE.

SUICIDAL TENDENCIES.

LONDON, September 14th.

Reuter's correspondent at Chicago states that Jack Johnson, in giving evidence at the inquest on his wife, said her suicide was due to a breakdown as a result of caring for him. He was the victim of nervousness and suicidal mania on account of injuries and the exertions of the fight with Jeffries. His condition was unknown to others.

His wife twice prevented him from committing suicide and twice tried to kill herself, by jumping from the window of a London hotel, and, again, by jumping from a train window in the United States. He employed two negro maids to watch his wife, on whom he lavished money.

DUTCH POLITICS.

LONDON, September 15th.

The *Standard's* Amsterdam correspondent wires that the ex-Premier Mynheer Kuyper has resigned from Parliament owing to deafness.

PORTUGUESE MONARCHISTS.

LONDON, September 15th.

Reuter's correspondent at Lisbon telegraphs that an agreement has been concluded between Portugal and Spain for the expulsion of monarchist leaders and the trial of conspirators who are subject to the Spanish penal code. The agreement provides for the prohibition of their return to Spain for three years of conspirators emigrating to Brazil. A permanent reciprocal agreement to prevent future conspiracies is being drafted.

(THROUGH REUTER'S AGENCY.)

BRITISH POLITICS.

MR. CHURCHILL'S SPEECH CRITICISED.

LONDON, September 15th.

Though Mr. Churchill was careful to say that he spoke only tentatively and speculatively and in no wise on behalf of the Government, his speech on federalism has created a sensation among all parties.

Unionists ridicule it as a preposterous fantasy and declare that it shatters the present case for the Home Rule Bill and was obviously advanced as a sop.

The *Northern Star* states that the speech would have been admirable as a lecture to the British Association, but as a speech to constituents it is likely to be harmful by diverting attention from the urgent problem of Irish Home Rule.

The *Daily Chronicle* says it is not federalism, but folly. Mr. Churchill now provides an argument for the advocates of separate treatment of North-East Ulster.

TRIANGULAR CONTESTS.

Mr. Samuel, Postmaster General, speaking at Hartlepool, referred to triangular contests and said that it might be necessary to change the electoral machinery by the adoption of the principle of transferable vote. Rather than the danger of the formation of groups in the House of Commons, he said, than suffer the present ills. He remarked that Mr. Churchill's interesting suggestion for the devolution of England was not for to-day nor to-morrow, but for the consideration of the future.

THE LIB-LAB SPLIT.

The Liberal-Labour split is further emphasised by the decision of the Liberals to oppose Mr. Keir Hardie in Merthyr-Tydvil and by the decision of the Labour Party to attack the Liberal seat at Sowerby.

FRENCH MILITARY MANOEUVRES.

LONDON, September 15th.

General Marion, directing the operations of the Red Army in the French military manoeuvres, was captured with his whole staff by cavalry.

SUCCESS WITH AEROPLANES.

The French are enthusiastic over the success of their aeroplanes in the recent manoeuvres where the opposing armies each employed a fleet of 27 aeroplanes. It is asserted that the results are so remarkable as to revolutionise all previous tactics.

M. Millerand, in entertaining the foreign officers at luncheon at Montcontour, especially welcomed the Russian Grand Duke Nicholas and the British General Wilson.

THE GERMAN MANOEUVRES.

LONDON, September 15th.

An exciting incident in the German military manoeuvres was an aeroplane chasing a ship, passing 100 feet over it, whence it could have dropped bombs into the airship.

VALUE OF CAVALRY RECONNAISSANCES.

The German General Staff report that though the result of the manoeuvres emphasises the decisive role played by the cavalry against aircraft, this in no wise makes the cavalry reconnaissances superfluous since, for two days out of five the aircraft were unable to fly.

A NAVAL DISASTER.

A message from Berlin states that during the manoeuvres a torpedo boat collided, north of Heligoland, with the battleship *Zachringen*, and the former sank.

Seven of the crew are missing.

DEAR FOOD IN GERMANY.

LONDON, September 14th.

In connection with the dear food agitation in Germany, it is announced that a steamer is to leave Adelaide on November 6th with 100,000 carcasses of sheep, specially prepared to comply with the German inspection laws, which, apart from the duty of 2 1/2 pence per pound, have hitherto been regarded as prohibitive.

(THROUGH REUTER'S AGENCY.)

THE CHINESE LOAN.

LONDON, September 15th.

A message from Washington reports that the State Department learns that the new Chinese Minister of Finance has repudiated the tentative contract with British private banking interests for a loan of £10,000,000, and that the re-opened negotiations with the Six-Power Group have every prospect of success.

ANOTHER AVIATION DISASTER.

LONDON, September 15th.

At an aviation meeting at Pon Ferrada in Spain an aviator, in trying to avoid the crowd, invaded the aerodrome, and collided with the grand-stand, severely injuring ten people.

THE TUF.

THE DONCASTER CUP.

LONDON, September 14th.

The result of the Doncaster Cup is as follows:—

Prince Palatine 1

Adalis 2

Only two ran. Won by ten lengths.

The winner started at 2 to 1 on.

SETTING ON THE AUTUMN HANDICAPS.

The following is the latest betting on the Autumn Handicaps:—Cesarewitch—10 to 1 against Balsadden, 100 to 7 Ultimius, 100 to 6 Tara, Irish Marine, and Clarenceux, 25 to 1 Ulster King, Rathlen, and Oiseau Bleu. Cambridge-shire—100 to 8 against Whisk Broom, 100 to 6 Maiden Erlegh, 20 to 1 The Story, Brancepeth, and Lance Chest, and 25 to 1 Wether's Well.

BRITISH SPORT.

LONDON, September 15th.

At the South of London Harriers Sports Applegarth won the 200 yards in 19.2.5 seconds, which is a British record.

HOME CRICKET.

LONDON, September 15th.

At Hastings the South Africans beat the Gentlemen players of England by six wickets.

At Bray, in Ireland, Mr. Fry's XI. beat the Australians by eight wickets.

LAWN BOWLS CHAMPIONSHIP.

The final in the lawn bowls championship of Hongkong was played on Saturday afternoon on the Tai Koo Club Green between W. Russell, of the Kowloon Bowling Club, and W. Pitt, of the Police Club. There was an exceptionally large attendance to witness what proved a keen and exciting game. Pitt was a finalist two years ago, and his chances were regarded as very hopeful, but victory went to the Kowloon representative. Russell settled down to the green quickly and established a substantial lead, the score being 10-1 in his favour. Pitt obtained two at the next head, which was followed by Russell taking a three. The influence of the unlucky "13" now seemed to fall upon Russell, whose play deteriorated, while Pitt improved, increasing his score from 4 to 15 in four heads. Russell got off the "13" at the next head, the score then being 14-15 in favour of Pitt. The latter was two up on the next head, but Russell captured a three, giving him a lead of one, which he increased next head to three. Pitt, however, scored a three, and the players stood level at 18. The next head decided the game, Russell scoring a pair and running out winner. The victory was very popular, and Russell was heartily congratulated on his splendid finish.

Rink games for spoons were afterwards played, at the close of which the prizes were presented by Mrs. Reid as under:—Championship.—1, W. Russell; 2, W. Pitt; 3, T. Bateman. The fourth prize was handed over to the police on behalf of the late Sergt. Stuart.

The previous winners were:—1909 S. Bell. 1910 D. Gourlay. 1911 R. G. Edwards.

The medals to the members of the Police team, which won the League Championship, were afterwards presented.

A vote of thanks to Mrs. Reid on the call of Mr. Bond, president of the League, concluded the proceedings.

RUBBER IN BORNEO.

The report of the British Borneo (Para) Rubber Company for the year ended April 30th states that the output of dry rubber was 59,958lb., against the estimate of 49,000lb. After writing off \$400 for depreciation there remains \$4,917 out of which the directors recommend a dividend of 10 per cent., carrying forward \$781. The estimated output for the current year is 110,000lb.

RANDOM REFLECTIONS.

The coolness in the atmosphere these last few days has been very welcome, and those who have found the summer rather long are rejoicing that it is now almost at an end. Sport is beginning to be taken more seriously. Cricket practice has already commenced, lawn tennis is slackening off, and in a week or two we shall see football commenced. The remarkable feature of local sport this year is the place which has been given to croquet. The Hongkong Cricket Club has had a successful tournament, some tennis clubs and others have provided mallets and hoops for those inclined to the less energetic game, and in the Kowloon Bowling Club, where the game has been played for years, the click of the croquet balls is still heard.

An interesting situation has, I am told, developed in the Y.M.C.A. Lawn Tennis Club at Kowloon. Many members now belong to this organisation, but apparently a considerable number of these are lacking in sympathy with the ideals for which the Y.M.C.A. stands. They have started a movement in favour of Sunday tennis, and as they have secured a majority they are likely to carry their point. This means, of course, that the Y.M.C.A. is turned out of a club which it has founded. Without entering into the merits of the case, it seems a trifle unfair to the sponsors of the club that they should be turned adrift. People who join the Y.M.C.A. Club know the conditions, implied if not expressed, and if they cannot adhere to these they ought in common fairness to sever their association with it and form an organisation of their own, but to swamp the Y.M.C.A. in its own club hardly seems British.

After all the bye-laws for regulating the speed of motors, it must have been a shock to residents to witness the new motor belonging to the fire brigade proceeding to a fire the other day under "rice power." Like so many other motors, it had apparently refused to go, and some fifty coolies had to be engaged to assist in its locomotion.

Householders at the Peak were up in arms on Saturday against the Management of the Tramway Company. Hitherto it has been the privilege of the coolies who come to town for marketing purposes to carry up as much as they are able without extra charge. On Saturday, without any previous notification, a graduated scale of charges was imposed on all loads over 10lbs. in weight, and there was consequently great commotion among the coolies and among their employers also when the coolies arrived with their loads and their tale of woe. Many coolies who hadn't money wherewith to pay the charge did the journey on foot and consequently the fresh fish arrived too late for breakfast! And there was the dickens to pay! The notice was cancelled before the day was out, so far as private households are concerned, but remains in force, I understand, in the case of the loads taken up for the barracks and the hotels whose loads constitute a heavy strain on the cable.

A correspondent writing under the impression that this is "just a little squeeze to add to an already adequate revenue" remarks: "If the Company want to increase their revenue, why not abolish the privilege which, for some unaccountable reason, they allow to military and naval officers and their wives and families?" That question is frequently asked by Peak residents, and I confess I am unable to see what justification there is for allowing a Colonel to travel on the Peak car for about 20 per cent. less than a struggling mercantile clerk is required to pay. Army and Navy officers, including Naval Dockyard officers, are in receipt of Colonial allowances as well as a decent rate of pay, and to allow them to travel at 20 per cent. reduction on the ordinary tariff is an unnecessary discrimination. No one, of course, has a word to say against reduced fares for men in the ranks.

Not often am I favoured with child stories, but one has come to me this week which I think is worth reproducing. A little chap of some three and half years had been cautioned by his stern parent not to speak pidgin English: he had either to speak Chinese or English. For instance, when the mite spoke of going to "chow his dinner" he was told that he must say that he was going to eat his dinner. The lesson apparently was not forgotten, as will be evident from what happened subsequently. A neighbour had just acquired a chow puppy, and of course the little chap had to go over and make friends with the doggie. When daddy came home he was informed of the importation next door, and when he asked what kind of dog it was the dutiful son replied, "It's an eating dog!"

RODOLPH RANDOM.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

HISTORY OF THE REVOLUTION.

There is a movement on foot to have an authentic history of the Revolution in Kwangtung written, and information and details are at present being sought out. An officer named Tang Hung, who has some experience in these matters, has been appointed to carry through this work and a bureau has been opened for the purpose of collecting material. Veneration for the dead and hero worship has always been perhaps the most striking feature of the Chinese, and it is not to be wondered that a great deal of enthusiasm is being displayed over this proposal. The leaders of the revolutionary movement and also those who were at the head of previous abortive risings are regarded as great heroes by the people, and even now their graves are the worshipping places of many people. From several towns in the province comes the news that every effort will be made to forward as much and as reliable information to Canton as possible. More is to be reported of this matter from time to time, as it is of great interest to all.

DOUGS LAWYERS.

Some time ago we reported that there were in Canton many posing as lawyers who were anything but that, most of them being fairly well educated men who were able to gull the public. In lawsuits, in business, and in money matters some of these men were making quite a haul until the Law Commissioner issued an order against them. A few days ago a number of these men, who call themselves public advisers and whose principal source of income is derived from providing false evidence and witnesses to acquit culprits, sent a petition to the Governor protesting against their suppression. This has had the opposite effect to what they expected and stern measures are being taken to prevent these undesirable "practising."

NAVAL LAUNCHES.

Nine steam launches were hired from merchants by the Government, fitted with guns and put on to patrol parts of the river. These are not nearly numerous enough, but merchants are afraid to hire out boats for this purpose and those who have are petitioning for an increase of rent and to be paid in silver instead of notes. The latter petition has been granted, and it is expected that more launches will be hired in this way and spread over the waterways around the city. These boats, though they look anything but formidable, are quite serviceable in suppressing pirates, and a sufficient number would do a great deal towards rooting out this evil.

RITIOUS GIRL STUDENTS.

A number of girl students created a lot of trouble and did a considerable amount of damage at the office of a native paper called the *Sheung Shan Yat Po*, at Sheung Shan. These girls seem to be quite as formidable as the suffragettes at home in their own way. They took objection to some remarks made in the paper about their conduct and a large number of them marched to the offices, where they proceeded to break things quite in the suffragette style. They then marched off firing crackers and making a noise, so they seem to be a force to be reckoned with in this district. This is one of the important results of the revolution, and shows the strides the women have made in certain parts and the steps that have been taken for educating them.

A SUPPRESSED PAPER.

The paper called the *Kwong Nam Po*, which was suppressed a short time ago by the authorities for publishing critical and false remarks about the officials, has been the subject of debate by the Press Association, who consider that it is a newspaper which has a good reputation and a large circulation and that but for this unfortunate incident might do a lot of good. The consequence is that they have petitioned the Government through the Police Commissioner to allow this paper to be circulated again as before, and it is likely that their request will be complied with.

A QUEUE IN THE CITY.

A couple of days ago a man of about 30 appeared in Wai Oi Street with a queue. He was a countryman and had come in by the West Gate; but it was no time before he was the subject of ridicule and the centre of a jeering crowd. He twirled his queue round his head and took to his heels, but he was speedily caught and deprived of his haircut appendage. This is the first queue for a week or so now, and these stray people who wander in thus adorned are eagerly looked for.

INTIMATIONS

JOHNSTONE'S

M.P.



"The effects of bad whisky."



"After effects of M.P."

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WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

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and from ALL WINE MERCHANTS.

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is thus adjustable to individual cases, an advantage that belongs to no other food. It forms with milk a dainty and delicious cream. Infants thrive on it, delicate and aged persons enjoy it.



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PHYSIOLOGY OF THE DINNER TABLE.

The philosophers who have a theory for every fact have had a try to explain the British dinner and we find time-honoured customs endorsed by the findings of science.

"When customs become so universal as have those of the civilized world in regard to the composition of the daily meal and the order of the various courses comprising it, they no longer excite our curiosity. Were one asked for the reason of our practices in the composition of the ordinary dinner he would probably state that custom has established the routine and would not for a moment think that there is good physiological reason for it. There nevertheless is. The discoveries in the physiology of digestion during the past dozen years have shown that there is scientific basis for our habits in the taking of food and that we have unconsciously established a routine of courses in the dinner that takes thorough cognizance of the physiological principles upon which digestion is founded."

In more elaborate affairs than the ordinary dinner there is seen to be on analysis a purposiveness in our practices that may on casual observation seem to be entirely without physiological significance. Take, for instance, the elaborate gowns worn by the women and the evening suits by the men, the floral decorations, and the music.

There is no doubt that each of these serves the function of composing a generally favourable stage-setting, as it were, for digestion. It has been abundantly shown in recent years that a person's mood is of the greatest significance in the performance of the digestive functions. If one is in a happy frame of mind, free from cares and worries of his professional or commercial surroundings, digestion proceeds as it normally should; on the other hand, worry, anger, and anxiety are potent factors in destroying the normal progress of the digestive functions. There can be but little doubt that such practices as we have mentioned tend to dispel any of these unfavourable moods that may be the relics of the care-laden day, and produce a frame of mind conducive to the normal progress of digestion.

Coming now to a consideration of the composition of the meal itself, think how frequently the first course consists of some article of food which appeals forcibly to our sense of smell, as caviar, herring, anchovies or smoked salmon. This practice is, of course, in accord with the principles of digestion first thoroughly investigated by Parlow, who showed in his wonderful series of experiments that the most potent factors in the production of a favourable flow of gastric juice are stimuli which appeal to the various special senses, chiefly smell and taste. Moreover, the taste of these articles as well as others commonly employed as one of the introductory courses of a meal, such as oyster, lobster, clam, or crab cocktail, salads, and the various relishes, is such as to appeal forcibly to the sense of taste and thus produce an abundant flow of "psychical" gastric juice. The importance of the psychological influence of these articles of food will, I think, be at once appreciated by most individuals if they but think for a moment of such articles and note the ready flow of saliva which ensues. Though without any noteworthy amount of nutritive value, such foods are of great importance in digestion on account of their influence in inaugurating the flow of gastric juice.

The second course in the usual dinner menu is soup, and here we again find substantial physiological reasons for its being placed where it is. Here also we are indebted to Parlow for the discovery of the fact that the only other stimulus to the flow of gastric juice besides the various appeals to the special senses, is a chemical one, and the most potent factors inducing this flow of chemical gastric juice are the meat extractives, which, of course, are the principle components of broths and soups. We thus see that there is a definite physiological reason for the introduction of broths and soups into the early stages of the meal.

The entrée which usually follows the soup apparently serves the rather negative purpose of merely consuming time for the acid gastric juice to be secreted in sufficient quantities to be in readiness for reception of the next, and from the gastric standpoint the most important course of the meal, the meat course; so far as gastric digestion of these for which we may consider the previous gastric activity to have been in preparation.

Dessert is usually composed of entirely different foodstuffs than are the earlier courses. Carbohydrate preparations of frozen foods composed chiefly of milk or cream, water, fruit flavours and sugar, compose the desserts usually found on the modern menu. Here, again, physiological research gives us an excellent reason for the placing of these articles at the end of the meal. Until within recent years the general medical as well as lay view of the stomach was a large hollow organ which by a vigorous churning movement mixed together all of the foodstuffs introduced into it, and when this was sufficiently churned and mixed expelled it into the duodenum. To-day we know that this is quite incorrect. Instead of there being a general admixture of all the matter taken into the stomach there is a layer-like arrangement in which the material first introduced takes a peripheral position next to the gastric mucosa, that subsequently introduced taking a more and more central position. Only the material which lies next to the gastric mucous membrane is acted upon by the gastric juice; when the latter agent has sufficiently acidified and peptonized this, the slow wavy peristaltic of the fundus moves this peripheral portion into the pyloric antrum and thus the next layer comes into contact with the mucus.

According to this process, the food last taken into the stomach is thus placed most centrally and is in this way protected from the action of the acid gastric juice for as long as several hours. It is this fact which gives us the reason for

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HIGH-CLASS GENTLEMEN'S OUTFITTERS

LARGE STOCKS
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FOR
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AND
28, QUEEN'S ROAD CENTRAL.

the carbohydrate foodstuffs being placed at the end of the meal. It is well known that the gastric secretions contain no ferments which act upon starch. Such a ferment, however, is contained in considerable quantities in the saliva, the so-called amylase. In the process of mastication and insalivation of the food the amylase comes into intimate contact with the food particles and, given favourable surroundings, is able to effect a considerable degree of starch digestion, for quite some time after the food leaves the mouth.

We thus see that there is sound physiological reason for the arrangement of the meal as it is ordinarily composed in civilized countries and that almost each course and each article serves some function in harmony with the laws of digestion.—Scientific American.

THE GREAT TYPHOON.

THE CITY THAT WAS LOST.

The Wenchow correspondent of the N.C. Daily News writing on the 4th inst. says:—

The typhoon of Thursday, August 29, will be spoken of by succeeding generations in this portion of Chekiang Province as one of the most devastating ever experienced.

We are wondering what must have been the fate of the districts in the Fukien province, where the full force of the typhoon must have been experienced. Here we only had one day's wind and rain and were in the outer part of the circle, the barometer registering 29.40. And yet what a tale of woe has to be told.

With ordinary weather conditions the tides of August 29, 30 and 31 would have been higher than usual, but with a north-easterly wind of hurricane and at times cyclonic force, the water rose with remarkable rapidity in the wide Wenchow river. This, combined with torrential rain for over twenty-four hours, which turned the numberless mountain streams into rushing deep waters, caused unprecedented floods and in the upper reaches of the river, which are bounded by high hills, the down-pouring waters assumed the proportions and powers of a tidal wave.

The Hsien city of "Taingdie" (Greenfield), situated ten miles above Wenchow, has been simply overwhelmed and three-fourths wiped out by the devastating waters. The walls of the city proved no protection to the people, and it is stated that 10,000 of its inhabitants have been drowned. The post office was washed away and all within the building lost their lives. The magistrate happened to be away from the city, but all within the yamen walls were lost, including the family of the official. A native pastor of the English Methodist Church was carried away on a portion of a house and after being exposed to numberless dangers was rescued twenty li down the river. The prefecture of Chuchow, in which Taingdie is situated, has suffered severely, numerous small towns having been washed away.

A SUDEN FLOOD. Six miles above Wenchow City, a town named Kono was entirely destroyed and almost everyone was drowned. One of the survivors, in telling the story to our correspondent, described the rush of water as being terribly sudden. In a few minutes the water rose four or five feet. Before the people could cling to the rafters, it had risen another few feet and then the end came. The place was submerged, the houses collapsed and people and cattle were struggling for life.

During Thursday night, above the noise of the wind, the despairing cries of people being carried down river could be heard by those living outside the city walls. Nothing could be done for them; and when Friday morning came, the sight on the river opposite Wenchow was one which can never be forgotten. The ruins of numberless homesteads floating on the swift-flowing river, on which were crouching men, women and children over whom hovered the shadow of death, was a most heartrending and pitiful sight. Boatmen were afraid to put off to the rescue. The Customs sampan rescued nine people. Offers of reward were made by certain Chinese residents for each person saved and during the day between 150 and 200 people were saved off the north and south gates of the city. But alas for the hundreds that could not be saved!

ROWS OF BODIES.

Yesterday, several hundred bodies, stretched on the shore, ten miles below Wenchow City, awaiting identification and burial, told the sad tale of their end. The districts of Juian and Pingyang also suffered terribly, and the Chinese estimate a total death-roll of from 30,000 to 40,000. The officials in Wenchow have instituted inquiries through the Self-Governing Societies to ascertain trustworthy reports, which, when known, will be communicated to you.

The loss of property must be enormous. The English Methodist Church had one church entirely washed away and several are damaged. The college belonging to the same mission had one side of a square tower blown down which crashed through the roof of the chapel. Fortunately, the students had not returned from their summer vacation, otherwise there might have been serious loss of life.

One bright side of this terrible story of loss of life and property remains to be told. In spite of the extent of the floods, the second crop of rice does not seem to be damaged. There is every hope of the later harvest proving as fruitful as the early summer one. Thus, it is hoped, the privations caused by the famine will be averted; for rice is two-thirds cheaper than it was in the spring.

CHINESE DEMAND FOR JAPANESE SHOES.

In a report to the Government Mr. Minami, Japanese Trade Commissioner at Shanghai, says:—The quantity and value of shoes imported into Shanghai from abroad during the past four years were as follows:—

	Quantity.	Value.
1907	173,459 pairs	Y152,570
1908	48,945 "	82,231
1909	30,754 "	65,613
1910	30,794 "	69,234

Formerly the import of shoes from Japan was but small, and the demand for shoes from other countries was chiefly confined to the wants of foreign residents, the sale among the Chinese being trifling. Since the Revolution last year, when the Chinese removed their queues and began to adopt foreign dress, the demand for shoes suddenly increased. Between January and May this year 10,302 pairs were imported from Japan, 4,748 pairs from England, 1,875 pairs from America, 223 pairs from Austria, and 1,555 pairs from Hongkong. Independent of over 30,000 pairs imported for the use of the army, the import from Japan suddenly increased to over 10,000 pairs. This is due to the fact that Chinese shoemakers were wholly occupied with the manufacture of shoes for the army, and also to the lower price and better appearance of Japanese shoes. It appears that the common quality, costing about Y20 per dozen, finds a better sale than the better quality. In future, however, it is probable the Japanese goods will be less popular, for though they are lower in price and have a smarter appearance than the Chinese and foreign shoe, they do not wear so well.—Japan Chronicle.

MILK FOOD No. 1
From birth to 3 months.

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From 3 to 6 months.

MALTED FOOD No. 3
From 6 months upwards.

The 'Allenburys' Rusks
Malted.

A valuable addition to baby's diet when ten months old and after. They provide an excellent, nourishing and appetizing meal, especially useful during the troublesome time of teething.

The 'Allenburys' DIET is a Milk and Cereal Food for ADULTS.

The Allenburys' Foods.

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Simplest and Best.

Baby's Welfare.

The 'Allenburys' Foods being perfectly digestible and closely resembling human milk, give freedom from digestive ailments, promote sound sleep and ensure vigorous health and development.

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MARTINI and ROSSI TURIN.

Are the largest producers of Italian Vermouth in the World.

This Vermouth is the only one with which the well-known Martini Cocktail can be prepared.

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Fastest and most Effective Apertient for Regular use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

TO LET

TO LET.

MODREENAGH, 21, The Peak, for Six Months from 1st November.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 4th September, 1912. [1046]

TO LET.

No. 12, BEACONSFIELD ARCADE.
First Floor.
No. 13, BEACONSFIELD ARCADE
First Floor.
No. 113, FRANK KIRKENDALL, FIVE ROOMS, FURNISHED, immediate possession.
No. 19, SHELLEY STREET.
LARGE ROOMS, Central Position, Cheap Rent.

"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.
Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings
Hongkong, 11th September, 1912. [112]

TO LET.

OFFICES in KING'S BUILDING
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st September, 1912. [121]

TO LET.

OFFICE ROOMS on the First Floor
54 and 56, Queen's Road Central.
Apply to—
N. MODY & Co.,
54 and 56, Queen's Road Central
Hongkong, 11th September, 1912. [1073]

TO BE LET.

SHOPS AND OFFICES, in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

ON SHAMEN, BRITISH CONCESSION.
SIX ROOMS and LARGE OFFICES, recently in occupation of Standard Oil. Best business situation.
Apply to—
T. E. GRIFFITH,
Canton, 3rd August, 1912. [966]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front East Point.
For further particulars apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 15th August, 1912. [995]

TO LET.

GODOWNS in No. 94a and No. 94c, Praya East, Wanchai, from 1st October next.
Apply to—
KWONG SANG HONG LTD.,
248, Des Vœux Road Central,
Hongkong, 7th September, 1912. [1061]

TO LET.

SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WHARF.
Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings.
Hongkong, 16th August, 1912. [869]

TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET.
ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [73]

TO LET.

NEW First Class SIX ROOM HOUSES in Cameron Road, Kowloon, from the 1st of October next. Moderate rent.
Apply to—
SPANISH DOMINICAN PROCUSSION,
2, Seymour Road,
Hongkong, 27th August, 1912. [1018]

WEATHER REPORT.

On the 15th at 12.00 noon.—Pressure has decreased considerably over Luzon, and moderately over Formosa.

No return from Japan.

The typhoon now shows a definite centre to the East of Luzon, travelling westward.

Mod-erate N. winds are indicated along the East coast of China, and the western portion of the China Sea, freshening considerably towards the Eastern portico.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	
Formosa Channel	N.E. gales.
South coast of China between Hongkong and Lamoo.	Same as No. 1
South coast of China between Hongkong and Hainan	Same as No. 1
N.E. winds moderate, fair.	

CHINA COAST METEOROLOGICAL REGISTER.

17TH SEPTEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vietstock	7 a.	—	—	63	—	—	—
Namuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Takio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Magasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Yokohama	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Chofoo	—	—	—	—	—	—	—
Wohaiwei	—	30.4	57	63	NNE	7	b
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	—	30.00	68	79	N	3	o
Gutai	—	29.91	71	91	NW	3	o
Sharp Peak	7 a.	29.85	75	91	NW	3	b
Amoy	6 a.	29.83	78	58	NE	3	o
Swatow	—	2 83	75	86	—	1	o
Taihouku	5 a.	29.8	—	—	NE	4	o
Taihou	—	29.66	—	—	N	2	o
Tainan	—	29.65	—	—	N	4	o
Koehua	—	29.63	—	—	NE	4	o
Pescadore	—	29.71	—	—	NE	10	—
Canton	9 a.	—	—	—	—	—	—
Hongkong	5 a.	29.77	76	66	NNE	6	o
Viet. Peak	7 a.	29.75	—	—	NE	6	o
Cap Rock	6 a.	29.75	—	—	NNE	6	o
Macao	—	29.76	75	—	NNE	2	o
Wuhoo	9 a.	29.86	86	—	SE	2	o
Hoihow	—	—	—	—	—	—	—
Takio	—	29.68	73	—	N	5	b
Phulien	6 a.	29.68	73	—	N	2	o
Touraine	—	29.79	76	—	N	2	o
C. St. James	—	29.62	76	—	NW	3	o
Agass	—	29.59	—	—	—	—	o
Agass	—	29.59	—	—	—	—	o
Agass	—	29.57	—	—	NW	3	o
Agass	—	29.57	—	—	SW	1	o
Agass	9 a.	—	—	—	—	—	o
Hoile	—	29.72	81	—	SE	1	o
Cebu	—	29.9	80	—	SE	3	o
Labuan	—	29.84	81	—	W	3	o

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TO GET THERE THAT'S A HOLIDAY

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CHINA	10,200	TUESDAY	24th Sept. at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct. at 1 P.M.
NILE	11,000	TUESDAY	15th Oct. at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct. at 1 P.M.
PERSIA	9,000	TUESDAY	12th Nov. at 1 P.M.
KOREA	18,000	TUESDAY	19th Nov. at 1 P.M.
SIBERIA	18,000	TUESDAY	3rd Dec. at 1 P.M.

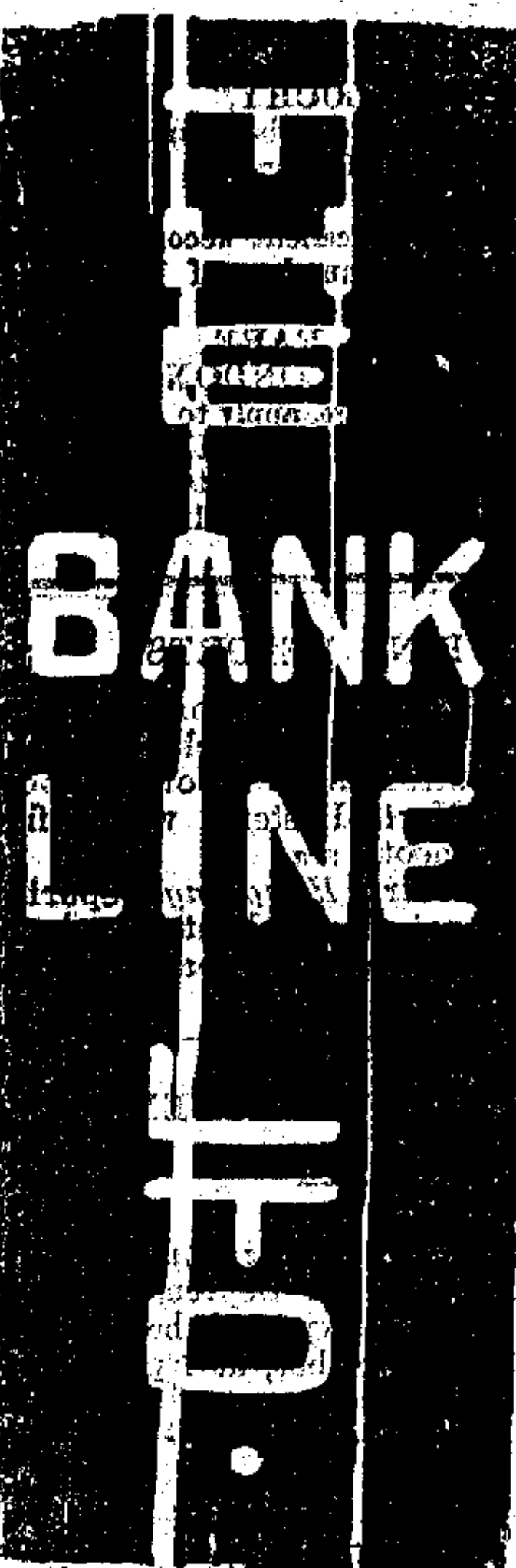
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CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"ORTERJO"	On 3rd Oct.
"LOED CURZON"	On 24th Nov.
"LOED DERBY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

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ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

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PROPOSED SAILINGS.

S.S. "DUNERIC"	3,000 tons	End of Sept.
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And regularly thereafter.

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MANAGING AGENTS.

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PROPOSED SAILINGS

FROM HONGKONG:	FROM COLOMBO:
	10th Oct.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[4243-44]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 16TH SEPTEMBER, 1912.

8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

TUESDAY, 17TH SEPTEMBER, 1912.

8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAN," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 3 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22ND SEPTEMBER.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao, to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton, to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons; and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

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SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "JAPAN" 9,000 On 16th Sept.
KOBE and MOJI "PEKING" 6,500 About 23rd Oct.
For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIYO MARU	21,000 tons.
S.S. SHINYO MARU	21,000 tons.

AND
S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND
RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG.

775

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "THONGWA," 3428 tons, Capt. Fysh, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 20th Sept. at 1 p.m.

WESTWARD.

S.S. "JELUNGA," 3361 tons, Capt. Macfarlane, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th Sept.
S.S. "JAPAN," 3806 tons, Captain L. Y. Arkhaden, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th Sept. at 1 p.m.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

Hongkong, 16th September, 1912.

Agents

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JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJMANOEK	JAVA	First half of September	JAPAN	First half of September
TIJODAS...	JAPAN	Second half of September	JAVA	Second half of September
TIJMAH...	SHANGHAI	Second half of September	JAVA	Second half of September
TIJIKINI	JAVA	Second half of September	JAPAN	First half of October
TIJILWONG	JAPAN	Second half of September	JAVA	First half of October
TIJIPANAS...	JAVA	First half of October	SHANGHAI	First half of October
TIJITABOEM	JAVA	First half of October	JAPAN	First half of October
TIJLATJAP.	JAVA	Second half of October	SHANGHAI	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 11th September, 1912.

Telephone No. 375.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 6,800 tons, will leave as above on 19th September, at 5 p.m.
S.S. "KOEBER," 9,900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI
S.S. "KOEBER," 9,900 tons, will leave as above on 5th October, a.m.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov. a.m.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, ROME AND VENICE.
VIA SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AUSTRIA," 14,300 tons, will leave as above on 31st October.
S.S. "CHINA," 11,800 tons, will leave as above on 31st October.

TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "CHINA," 11,800 tons, will leave as above on 28th September.
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 31st October.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents.

Hongkong, 6th September, 1912.

Princes' Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hilo and Cebu	On 21st Sept. 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 28th Sept. 4 p.m.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
Hongkong, 12th September, 1912. PHILIPPINES S.S. Co. [113]

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGHERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ LUDWIG," Capt. F. von BINDER	18,300	Wednesday, 16th Sept., at 10 a.m.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"BURLING," Capt. H. SCHAEFFER	16,900	About Wednesday, 18th Sept.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BREMER	6,000	{ Saturday, 5th Oct., at 10 a.m.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER	6,100	{ About Tuesday, 17th Sept.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL	5,000	{ Middle of Oct.
DIRECT TO SANDAKAN	"BAJAH,"		... About 18th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th September, 1912.

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
729] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

PASSENGERS.

ARRIVED	DEPARTED
Per India, for Brindisi, Mr. P. C. Irwin; for Bombay, Capt. J. A. F. de Roza, Lieut. J. G. Arce, Lieut. R. G. Dias, Mr. P. T. da Carvalho, Mr. A. G. da Cruz, Mr. A. M. Ribeiro, Mr. A. G. Rodrigues; for Colombo, Mr. and Mrs. F. A. Dubois, Mr. R. Pacham; for Singapore, Mr. J. Jonckheer, Mr. A. J. Bursley, Mr. Russenman, Rev. A. E. Pegraives, Mr. A. M. T. Woodward, Mr. M. Kissane, Mr. G. S. Middleton, Mr. A. R. da Silva, Mr. J. de Souza, Mr. R. F. Villaca, Mr. S. J. R. Guerra, Mr. D. R. Neto, Mr. A. de Carvalho, Mr. J. Rodrigues, Mr. J. J. Marques, Mr. A. Luis, Mr. A. Antonio, Mr. J. Ribeiro, Mr. M. D. Bello, Mr. L. M. Torres, J. A. da Conceicao and Mr. M. P. Faria.	
Per Hatten, from Swatow, etc., Mrs. Fowler and child, Mrs. Rosemann and 2 children, Mr. D. M. Mickle and Dr. Schuch.	
Per Prinz Waldemar, for Hongkong, from Sydney, Mr. T. Huichitz, Mrs. and Miss J. S. Grinith, Mr. J. Scharif, Missa Scharif (G); from Brisbane, Mr. A. Carvelli; from Rabaul, Mr. Koch, Mr. Kater; from Manila, Mr. J. Moncarini, Miss C. Moncarini, Mr. A. T. Hashin, Mr. and Mrs. La Sala, Mr. F. McDickhoff and Mrs. G. Trua.	

SHIPPING

ARRIVALS

ANHUI, British str., 14th Sept.—Canton.
 CEYLON MARU, Japanese str., 3,112, J.
 Tozawa, 16th Sept.—Singapore 8th
 Sept., General.—Nippon Yusen
 Kaisha.
 FUKUKA MARU, Japanese str., 1,940, S.
 Kuniawaki, 14th Sept.—Mojito 8th
 Sept., Coal.—Mitsui Bishi Goshi
 Kaisha.
 HAITAN, British str., 1,132, J. S. Rorch,
 16th Sept.—Swatow 14th Sept., Gen-
 eral.—Douglas, Lapraik & Co.
 HANGSANG, British str., 1,356, S. Wildo,
 16th Sept.—Shanghai 11th Sept., Gen-
 eral.—Jardine, Matheson & Co.
 HANNOI, French str., 739, G. Bouhier, 14th
 September.—Hoehow 13th September,
 Rice and General.—A. R. Marty.
 KINKU MARU, Japanese str., T. Yamamoto,
 14th Sept.—Munila 11th Sept.,
 Nil.—Mitsui Bussan Kaisha.
 KANUKI MARU, Japanese str., 3,111, J.
 Teranaka, 14th September.—Mojito 8th
 September, General.—Nippon Yusen
 Kaisha.
 LANDAU SCHREIFF, German str., 1,012, O.
 Bruger, 14th September.—Bangkok
 6th September, Rice.—G. S. S. N. Co.
 LAMONGAN, British str., 4,208, R. D. Owen,
 15th Sept.—Shanghai 12th Sept.,
 General.—Butterfield & Swire.
 MARIE, German str., 1,189, Schnickier,
 14th Sept.—Hongkong 14th Sept., Coal.
 —Jensen & Co.
 PRINZ WALDEMAR, German str., 3,257, H.
 Bromer, 15th Sept.—Munila 11th
 Sept., General.—Melchers & Co.
 RAJAH, German str., 1,275, C. Rositsky,
 15th Sept.—Wakamatsu 8th Sept.,
 Coal.—Mitsui Bussan Kaisha.
 TAMON MARU, Japanese str., 2,001, Yama-
 shita, 13th Sept.—Mojito 7th Sept.,
 Coal.—Mitsui Bussan Kaisha.
 TUNANOKI, Dutch str., 3,436, Boon, 13th
 Sept.—Java 3rd Sept., Sugar.—Java-
 China-Japan Lijn.
 WINGANG, British str., 1,215, F. H. Lish-
 man, 14th Sept.—Chingwang 7th
 Sept., Coal.—Jardine, Matheson &
 Co.

DEPARTURES

September 14th.
 DRUPAR, Norwegian str., for Bangkok.
 EMPRESS OF JAPAN, Br. str., for Vancouver.
 HAICHING, British str., for Takao.
 INDIA, British str., for Bombay.
 MAUBANG, British str., for Sandakan.
 SHANGHAI, British str., for Amoy.
 SORU MARU, Japanese str., for Canton.
 SYDNEY, French str., for Yokohama.
 TRIUMPH, German str., for Macao.
 TUBA MARU, Japanese str., for Manila.
 WINGANG, British str., for Canton.
 YUENSANG, British str., for Manila.
 September 15th.
 ANHUI, British str., for Shanghai.
 CHINKIANG, British str., for Tsingtau.
 DALIN MARU, Japanese str., for Swatow.
 G. ARCAN, British str., for Shanghai.
 KWONGSANG, British str., for Swatow.
 MATILDE, German str., for Hoehow.
 MIYAJIMA MARU, Jap. str., for Keelung.
 OTARU MARU, Jap. str., for Port Arthur.
 SINGAN, British str., for Hoehow.
 SOLSTAD, Norwegian str., for Shanghai.
 TAMON MARU, Jap. str., for Chingwang.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Chiyo Maru* left Honolulu for Yokohama on the 9th September, and is due to arrive at Hongkong on the 27th September.
 The P.M. str. *Manchuria*, carrying the American mail, left Yokohama for Hongkong (via Manila) on the 9th September, between noon and 2 p.m.
 The P.M. str. *Nile* left San Francisco for this port via Honolulu, the Japan ports and Shanghai on the 7th September.
 THE AUSTRALIAN MAIL.
 The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 8th September, for this port (via Timor and Manila).
 The N.Y.K. str. *Yawata Maru* (Australian Line) left Sydney for this port via ports on the 4th September, and is expected here on the 23rd September.
 THE CANADIAN MAIL.
 The C.P.R. str. *Montreal* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 4th September.
 THE GERMAN MAIL.
 The L.G.M. str. *Holten*, carrying the German mails with dates from Berlin, left Singapore on the 13th September at noon, and may be expected here on or about the 17th September, at 2 p.m.
 THE MERCHANT STEAMERS.
 The str. *Japan* from Kobe left Moji on the 12th September, p.m., and may be expected here on or about the 16th September, a.m.
 The str. *Hongwa* from Calcutta left Singapore on the 11th September, and may be expected here on or about the 16th September, a.m.
 The H.A.L. str. *Preussen* left Hankow on the 11th September, a.m., and may be expected here on or about the 17th September, a.m.
 The "Bank" Line str. *Orterio* left Moji on the 13th September, a.m., and is due to arrive at this port on the 17th September, p.m.
 The Russian Volunteer Fleet s.s. *Kestrama* sailed from Nishikarata on the 12th inst., and is expected to arrive in Hongkong on the 17th inst., evening.
 The "Ben" Line str. *Benavon*, from Leith and London, left Singapore on the 14th September for this port.
 The T.K.K. str. *Buho Maru* arrived at Kobe from Yokohama on the 9th September, and is expected in Hongkong on the 20th September.
 The Russian V. F. s.s. *Mogilev* sailed from Colombo on the 10th inst., and is expected to arrive in Hongkong on the 25th inst., morning.
 The "Mogul Line" str. *Montrose* sailed from United Kingdom on the 17th August for Hongkong via the Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Chaphing, from Weihaiwei, is due in Hongkong 16th September.
Kutang, from Calcutta, is due in Hongkong 10th September.
Kumang, from Calcutta, is due in Hongkong 27th September.
 BRITISH INDIA STEAM NAVIGATION CO., LTD.
Muttra, from Moji, is due in Hongkong 17th September.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blaise Pier

3. From Blaise Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME.	FLAG & REG.	PORT.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 18th inst., at 10 a.m.
LONDON, via USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 28th inst., at Noon.
LONDON & ANTWERP	DEN OF GLAMIS	Brit. str.	—	E. J. Stallard	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
GLASGOW & HULL	GLENLOCHY	Am. str.	—	H. J. Stallard	SHEWAN, TOMES & Co.	About 15th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	Frederick	HAMBURG-AMERICA LINE	On 5th Oct.
HAYRE & HAMBURG, &c.	O. J. D. AHNES	Ger. str.	k. w.	Geiseler	HAMBURG-AMERICA LINE	On 7th Oct.
HAYRE, BREMEN & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 23rd Oct.
MARSEILLES, HAYRE, HAMBURG & ANTWERP, &c.	PRUSSIAN	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SILESIA	Ger. str.	k. w.	J. Nagao	NIPPON YUSEN KAISHA	On 30th Oct.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	ARCTIC MARU	Jap. str.	—	Wagner	HAMBURG-AMERICA LINE	On 21st inst.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	SACHSEN	Jap. str.	—	K. Hori	NIPPON YUSEN KAISHA	On 27th inst., p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	CANADA MARU	Jap. str.	—	S. Wada	NIPPON YUSEN KAISHA	To-morrow, at 2 p.m.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	TAMBA MARU	Jap. str.	—	T. Hamada	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	ORTERIO	Brit. str.	—	F. von Binsler	THE BANK LINE LTD.	On 3rd Oct.
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON	TACOMA MARU	Jap. str.	—	J. Jones	OSAKA SHOSHUN KAISHA	On 3rd Oct., at 2 p.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	PRINZ LUDWIG	Ger. str.	—	J. Jones	MELCHERS & Co.	On 18th inst., at 10 a.m.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	AFRICA	Ass. str.	—	J. Jones	SANDER, WIELKE & Co.	On 15th inst., at 5 p.m.
NEW YORK via SUEZ CANAL	INDRAMANHA	Brit. str.	—	J. Jones	JARDINE, MATHESON & Co., Ltd.	On 1st Oct.
NEW YORK	PATMAN	Brit. str.	—	J. Jones	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
BOSTON & NEW YORK	DACRE CASTLE	Brit. str.	—	J. Jones	DODWELL & Co., Ltd.	About 8th Oct.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davison	DODWELL & Co., Ltd.	About 19th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 5th Oct., at 6 p.m.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SIBERIA	Am. str.	—	W. V. Greene	CANADIAN PACIFIC R. Co.	On 26th Oct., at 6 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	W. V. Greene	PACIFIC MAIL S.S. Co.	To-morrow, at 1 p.m.
SAN FRANCISCO via JAPAN, &c.	CHITO MARU	Jap. str.	—	W. V. Greene	PACIFIC MAIL S.S. Co.	On 24th inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	TAIKWAN	Jap. str.	1 m.	I. Dawson	NIPPON YUSEN KAISHA	On 8th Oct., at Noon.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	M. Winckler	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
AUSTRALIAN PORTS via MANILA	KUMAMARU	Jap. str.	—	H. Bremer	GIBB, LIVINGSTON & Co.	On 23rd inst., at 11 a.m.
CAPEPORTS via MAURITIUS	PRINZ WALDEMAR	Ger. str.	—	Tullcock	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	DUNKERK	Jap. str.	—	Tullcock	MELCHERS & Co.	On 5th Oct., at 10 a.m.
YOKOHAMA & KOBE	BUYO MARU	Jap. str.	—	Tullcock	THE BANK LINE LIMITED	End of Sept.
YOKOHAMA & KOBE via SHANGHAI	FUTSALA	Brit. str.	—	Tullcock	TOYO KISEN KAISHA	On 4th Oct., at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHINA	Ass. str.	—	Tullcock	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	SANDER, WIELKE & Co.	On 26th inst.
KOBE & MOJI	THONGWA	Brit. str.	—	H. Bremer	MELCHERS & Co.	About 17th inst.
KOBE & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Copp	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 1 p.m.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	T. Sokino	NIPPON YUSEN KAISHA	On 25th inst., at 5 p.m.
YOKOHAMA & KOBE	YUENHANG	Dut. str.	—	E. Mooney	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Forestry	JAVA-CHINA-JAPAN LINE	On 19th inst., at Noon.
YOKOHAMA & KOBE	CHINA	Swed. str.	1 m.	Forestry	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	G. S. Hohnwood	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
YOKOHAMA & KOBE	CHINA	Ger. str.	—	G. S. Hohnwood	ARTHUR NISLSON & Co.	To-day.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	H. Schaeffer	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	1 m.	C. C. Williams	MELCHERS & Co.	About 18th inst.
YOKOHAMA & KOBE	CHINA	Ger. str.	k. w.	Schmer	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Spencer Wildo	BUTTERFIELD & SWIRE	On 21st inst., at M'night.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Owen Jones, R.N.R.	HAMBURG-AMERICA LINE	On 21st inst.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Bredely	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at D'light.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	H. Nomura	P. & O. S. N. Co.	On 22nd inst., at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	C. H. S. Tockue, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	NIPPON YUSEN KAISHA	On 25th inst.
YOKOHAMA & KOBE	CHINA	Jap. str.	—	Hirase	P. & O. S. N. Co.	About 26th inst.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	NIPPON YUSEN KAISHA	On 30th inst.
YOKOHAMA & KOBE	CHINA	Ass. str.	—	Hirase	JARDINE, MATHESON & Co., Ltd.	About 4th Oct.
YOKOHAMA & KOBE	CHINA	Swed. str.	—	Hirase	SANDER, WIELKE & Co.	On 5th Oct., a.m.
YOKOHAMA & KOBE	CHINA	Dut. str.	—	Hirase	ARTHUR NISLSON & Co.	On 23rd Oct.
YOKOHAMA & KOBE	CHINA	Jap. str.	—	Hirase	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE	CHINA	Jap. str.	—	Hirase	OSAKA SHOSHUN KAISHA	On 22nd inst., at 10 a.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	OSAKA SHOSHUN KAISHA	On 22nd inst., at Noon.
YOKOHAMA & KOBE	CHINA	Brit. str.	2 h.	Hirase	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 a.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	2 h.	Hirase	DOUGLAS LAFRAIK & Co.	On 20th inst., at 11 a.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	1 m.	Hirase	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	CHINA	Am. str.	—	Hirase	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	1 m.	Hirase	SHEWAN TOMES & Co.	On 21st inst., at 4 p.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	BUTTERFIELD & SWIRE	On 24th inst., at 4 p.m.
YOKOHAMA & KOBE	CHINA	Am. str.	—	Hirase	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 p.m.
YOKOHAMA & KOBE	CHINA	Dut. str.	—	Hirase	JAVA-CHINA-JAPAN LINE	On 28th inst., at 4 p.m.
YOKOHAMA & KOBE	CHINA	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	DAVID SASSOON & Co., Ltd.	To-morrow.
YOKOHAMA & KOBE	CHINA	Jap. str.	—	Hirase	DAVID SASSOON & Co., Ltd.	On 20th inst., at 1 p.m.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	NIPPON YUSEN KAISHA	On 21st inst.
YOKOHAMA & KOBE	CHINA	Ger. str.	—	Hirase	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.
YOKOHAMA & KOBE	CHINA	Ger. str.	—	Hirase	MELCHERS & Co.	About 18th inst.
YOKOHAMA & KOBE	CHINA	Brit. str.	—	Hirase	JARDINE, MATHESON & Co., Ltd.	Middle of Oct.
YOKOHAMA & KOBE	CHINA	Frech. str.	—	Hirase	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA & KOBE	CHINA	Frech. str.	—	Hirase	MESSAGERIES MARITIMES	To-day, at Noon.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	10 A.M. 18th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN Capt. Owen Jones, R.N.R.	About 22nd Sept.	Freight and Passage.
SHANGHAI	CHINA Capt. C. H. S. Toque, R.N.R.	About 26th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey, R.N.R.	Noon, 28th Sept.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 16th September, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 17th Sept. 4 P.M.
SHANGHAI	"PAOTING"	On 19th Sept. 4 P.M.
WEIHAIWEI & TIENTSIN	"RUEICHO"	On 21st Sept. 4 P.M.
SHANGHAI	"LINAN"	On 21st Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 24th Sept. 4 P.M.

AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 23rd Sept. Noon.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" ...
S.S. "LINTAN" ...
S.S. "SANUI" ...

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Tuesday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
HONGKONG, 14th September, 1912. TELEPHONE 36. AGENTS. [8]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE		On 25th Sept. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. C. FERD. LAEISZ 21st Sept.
S.S. ARCADIA	26th Sept.
S.S. SCANDIA	13th Oct.
S.S. BAYERN	17th Oct.
S.S. LIBERIA	7th Nov.
S.S. ALESIA	19th Nov.

For Further Particulars, apply to—

HOMeward.

FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:	S.S. PREUSSEN 18th Sept.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. SILESIA 21st Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BELGRAVIA 5th Oct.
FOR HAVRE & HAMBURG:	S.S. O. J. D. AHLERS 7th Oct.
FOR HAVRE, BREMEN & HAMBURG:	S.S. C. FERD. LAEISZ 23rd Oct.
FOR MARSEILLES, ROTTERDAM & HAMBURG:	S.S. SACHSEN 30th Oct.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 14th September, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	TUESDAY, 17th Sept., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 20th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,

GENERAL MANAGERS.

Hongkong, 13th September, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	TUESDAY, 8th Oct., NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 26th Nov., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via
NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on
TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY. TONKIN FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 25th Sept., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR VICTORIA, B.C. and TACOMA via JAPAN PORTS.

Steamers	Captains	Leaves
++ CANADA MARU	K. Hori	TUESDAY, 17th Sept., at 2 P.M.
++ TACOMA MARU	T. Hamada	THURSDAY, 3rd Oct., at 2 P.M.
++ PANAMA MARU	J. Kanase	TUESDAY, 15th Oct., at 2 P.M.
++ SEATTLE MARU	T. Saito	THURSDAY, 31st Oct., at 2 P.M.
++ MEXICO MARU	N. Kobayashi	TUESDAY, 12th Nov., at 2 P.M.
++ CHICAGO MARU	I. Goto	TUESDAY, 26th Nov., at 2 P.M.

Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at SHANGHAI, MOJI,
Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.
A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for
carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW via SWATOW and AMOY.

Steamer	Captain	Leaves
"KAJO MARU"	Y. Yamamoto	Leave

FOR TAMSUI via SWATOW and AMOY.

Steamers	Captains	Leaves
"DAIGI MARU"	Y. Somekawa	SUNDAY, 22nd Sept., at Noon.
"DAIJIN MARU"	T. Fuchigami	Leave

FOR ANPING and TAKAO via SWATOW and AMOY.

Steamer	Captain	Leaves
"SOSHU MARU"	K. Sakawa	WED. DAY, 18th Sept., at 10 A.M.

FOR KEELUNG (direct).

Steamer	Captain	Leaves
"MIYAJIMA MARU"	Leave	Leave

FOR CANTON.

Steamer	Captain	Leaves
"SOSHU MARU"	K. Sakawa	Leave

These Steamers of Coast and Formosa Line have Excellent accommodation for First
and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour
Office, Praya Central).

For FURTHER INFORMATION, apply to

S. HIROI,

MANAGER,
Second Floor, No. 1, Queen's Building.

778-7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	ATSUTA MARU Capt. J. Nagao	16,000	FRIDAY, 27th Sept., P.M.
	HITACHI MARU Capt. T. Yamawaki	13,000	WED. DAY, 9th Oct., at Daylight
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. S. Wada	12,500	TUESDAY, 24th Sept., at 4 P.M.
	AWA MARU Capt. R. Shimizu	12,500	TUESDAY, 8th Oct., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,600	FRIDAY, 27th Sept., at Noon
	YAWATA MARU Capt. Sekine	7,000	FRIDAY, 25th Oct., at Noon
BOMBAY via SINGAPORE, and COLOMBO	SANUKI MARU Capt. N. Teranaka	12,500	MONDAY, 16th Sept.
KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	16,000	WED. DAY, 25th Sept., at 5 P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	12,500	WED. DAY, 25th Sept.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. T. Sekine	7,000	WED. DAY, 25th Sept., at Noon
SHANGHAI and KOBE	HIROSHIMA MARU Capt. Hirao	4,000	MONDAY, 30th Sept.

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The next steamer from Hongkong—

"KIRIN MARU," 4,000 tons, Capt. M. Deguchi, Saturday, 21st Sept.
"COLOMBO MARU," 5,000 tons, Capt. Kamekita, Saturday, 5th Oct.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 241.

[12-13-666]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMEWARD PASSENGER SEASON 1912.

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Steamer	Tons	SATURDAY	FRIDAY
INDIA	8000	MOOLTAN	10000	Feb. 15	Feb. 21
ASSAYE	7500	MALOJA	12500	Mar. 1	Mar. 7
HIMALAYA	7000	MOREA	11000	Mar. 15	Mar. 21
DEVANHA	8000	NARMORA	10500	Mar. 29	Apr. 4
DELTA	8000	MEDINA	12500	Apr. 12	Apr. 18
INDIA	8000	Through Steamer		Apr. 26	May 2
ASSAYE	7500	MONGOLIA	10000	May 10	May 16
DEVANHA	8000	MACEDONIA	10500	May 24	May 30
CHINA	8000	MALWA	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely received in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

NOVARA	...	...	7000	January	22	February	23	March	5
SUNDA	...	...	5700	February	5	March	9	March	19
SARDINIA	...	...	7000	February	19	March	23	April	2
SOMALI	...	...	7000	March	5	April	6	April	15
NANKIN	...	...	7000	March	19	April	20	April	30
NYANZA	...	...	7000	April	2	May	2	May	14
NORE	...	...	7000	April	16	May	18	May	28
NILE	...	...	7000	April	30	June	3	June	13
				May	14	June	17	June	27